

# County of Santa Clara

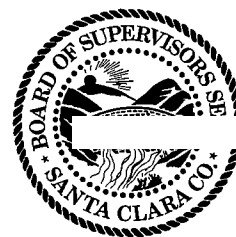
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## Ken Yeager

Supervisor Fourth District

August 23, 2007

California High-Speed Rail Authority  
EIR/EIS Comments  
925 L Street, Suite 1425  
Sacramento, CA 95814

SUBMITTED AT AUGUST 24<sup>th</sup> PUBLIC HEARING

### **RE: Comments on the Draft Bay Area to Central Valley High-Speed Train (HST) Program EIR/EIS**

Dear California High-Speed Rail Authority:

I write to express my support for the proposed California high-speed train system, and, more specifically, the Pacheco Pass alignment as outlined in the Draft Program EIR/EIS.

Many of the advantages of the Pacheco Pass alignment are noted in the Draft Program EIR/EIS. As called out in the document, the Pacheco Pass alignment shows higher ridership forecasts, is less costly, and has a lower level of environmental impacts, given the existing rail infrastructure already in place. In addition, utilizing San Jose Diridon Station allows for high connectivity and accessibility, serving Caltrain, ACE commuter rail, Capitol Corridor, Amtrak, VTA buses and light rail, and, a planned BART extension. Also, the Pacheco Pass alignment does not require traversing the San Francisco Bay.

I am not alone in expressing support for the Pacheco Pass alignment. The Peninsula Corridor Joint Powers Board and the Metropolitan Transportation Commission, both of which I serve on, have taken positions of support for the Pacheco Pass alignment. I would ask that the opinion of the regional agencies be given significant consideration in determining the point of entry of high-speed rail into the Bay Area.

Silicon Valley and Santa Clara County remain one of the largest economic engines in the State. It is essential that transportation infrastructure accommodate the need to connect people to jobs. In evaluating the route that future high-speed rail would take, the necessity of travel for business and commerce must be given priority. Given the number of technology and innovation businesses with worldwide headquarters in Silicon Valley, the importance of accessible and reliable transportation must not be overlooked.

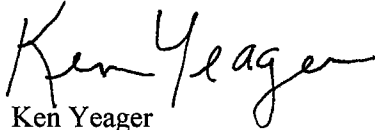
In addition, utilizing the Pacheco Pass alignment allows for linking San Francisco, San Jose, Fresno, Los Angeles and Anaheim on a single line. Long term success of high-speed rail in California will depend on the success of the initial phase, with that reliant upon attracting the necessary ridership to sustain the system. By including a stop in Santa Clara County, the county with the largest population in the Bay Area, we will ensure that nearly one quarter of Bay Area residents will live in close proximity to a station.

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Innovation has long been a hallmark of Silicon Valley. The residents and businesses in Santa Clara County are eager to embrace the revolutionary concept of high-speed rail in California. I urge your support of the Pacheco Pass alignment for a more direct route in connecting California's largest population and economic regions.

Sincerely,

A handwritten signature in black ink that reads "Ken Yeager". The signature is fluid and cursive, with the first name "Ken" and last name "Yeager" clearly distinguishable.

Ken Yeager  
Supervisor, Fourth District

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Cont.